THE NEIGHBORHOOD TRAFFIC CALMING PROCESS

PURPOSE

To provide a uniform policy, procedure and criteria for approval and installation of speed humps and other traffic calming devices on public streets within Murray City.

GENERAL POLICY

- Due to the popularity of the City's Neighborhood Traffic Calming Program (NTCP) and the fact that a limited amount of money is available on an annual basis, neighborhoods wanting to participate in this program must complete an application, which will be evaluated by staff in the Murray City Public Services Department.
- Speed humps are one of many traffic control devices, therefore, additions, alterations or removal of any or all speed humps or other traffic calming devices may occur at any time as deemed necessary by the Murray City Public Services Department.
- Speed humps or any other traffic calming devices will be installed in conformance with design guidelines that have been established by the City Engineer.
- All petitioned traffic calming devices will be funded 100% by the petitioning neighborhood groups unless otherwise listed and qualified by the Murray City Transportation Improvement Plan.

WARRANTS

The installation of traffic calming devices on public roads will be considered only if all the following conditions are met over the entire proposed street segment as determined by the City Engineer:

- The road pavement width must be less than 35 feet wide.
- The road must have no more than two (2) traffic lanes.
- The road must be geometrically designed to accommodate traffic calming devices with no adverse effect to motorists. This includes close consideration for roads with vertical or horizontal alignment and other conditions contributing to inadequate sight distance.
- The Hazard Index must be greater than 80 (see Hazard Index worksheet at the end of this section).

PROCEDURES

1.0 The initiation of requests for traffic calming devices shall be in accordance with the following:

- All petitions must be in letter form, and must be circulated by the property owners.
- All requests shall originate from the property owners of the street.
- A separate letter shall be used for each street.
- Each letter shall contain the signatures of at least 50% of the property owners that face directly on the street. The letter must include the name, address, and phone numbers for each signer. The letter shall also include:

    A. The location of where the problem is occurring, including the name of the street and the neighborhood. If there are problems on more than one street, then all streets should be named. If the problem is neighborhood-wide, this should be stated.
    B. The nature of the problem. This should state explicitly if the problem is one of vehicle speed, traffic volume, and/or safety concerns. Be sure to include time of day and specify if it is during the week or on the weekend.
    C. Evidence of the problem in question.
    D. An assessment of the cause of the problem. Does your neighborhood contain a shortcut that people are using? Is there congestion on a nearby arterial that may explain the increased traffic?
    E. Evidence of the extent of the problem. Have you discussed this with others in the neighborhood? Do others feel this is a problem?
    F. Willingness of neighborhood groups, organizations, or individuals to contribute funding or time towards traffic calming efforts.
- All completed petitions must be submitted to the City Engineer at :

    Murray City Public Services
    4646 South 500 West
    Murray, UT 84123

2.0 Once the City has received the letter of request, the engineering staff will conduct a preliminary assessment of the situation. This may include looking at past traffic counts and accident rates, assessing the probability of cut-through traffic on the road, and gathering information on vehicle speeds and volumes through the neighborhood. After traffic data is collected a Hazard Index score will be assigned to the roadway. If the roadways' Hazard Index is greater than 80 the process continues.

3.0 Engineering staff will hold meetings with residents of the affected neighborhood to develop strategies to combat the traffic problems residents are

experiencing. This is an opportunity for residents to offer suggestions, and for City staff to educate residents and explain the constraints under which the program works.

4.0 Engineering staff will develop a draft management plan based on input from the neighborhood and on experience from previous traffic calming projects. The draft plan will undergo technical review, and additional changes may be made based on comments received. The plan will then be reviewed at a neighborhood meeting for consensus.

5.0 Engineering may decide to test all or part of an overall strategy recommended by the management plan. A test would be expected to last about sixty (60) days. Notification of the test will be sent to all residents and businesses in the area and the schedule will be posted at the test site. Tests involving road closures or access restrictions will be posted and sent to local newspapers for publication. The City Engineer will notify all emergency services. Results of the tests will be made available to the public.

6.0 After a period of at least sixty (60) days, Engineering will send a survey to residents to measure their satisfaction with the project, and conduct a traffic study to measure the changes in traffic to determine effectiveness. Results of both the survey and test data will be sent to residents. When found effective, at least 70% of the property owners must sign a petition for permanent installation of the proposed traffic calming device. If deemed ineffective at addressing the problem, Engineering may act to alter the design of the traffic calming devices or reconvene public meetings to discuss additional steps that may be needed.

7.0 Traffic calming strategies will remain in place for a period of at least eighteen (18) months, at which time Engineering staff will evaluate their effectiveness based on comments by residents, staff, and the community at large.

8.0 A petition for removal of traffic calming devices may be submitted to the City Engineer signed by at least 50% of the property owners along the roadway in the project area. All costs of removal will be assessed to the property owners signing the petition for removal.

HAZARD INDEX WORKSHEET

LOCATION:			
CRITERIA	**POINTS**	**BASIS**	**POINTS**
SPEED	10 points per every mph over posted speed limit	85th percentile speed	
VOLUME	1 point for every 100 vehicles	Average Daily Traffic volume	
CRASHES	3 points for every crash	# of reported crashes in last 3 years	
FATALITIES	15 points for every fatality	# of reported fatalities in last 3 years	
BIKE ROUTE	5 pts for yes, 0 pts for No	Is street designated bike route?	
PEDESTRIAN GENERATORS	5 points for each	Is there a park, school, church, bus stop, TRAX station, etc. within 500 feet?	
SIDEWALKS	0 pts for yes, 5 pts for No	Is there a sidewalk?	
TRAFFIC CALMING	-5 pts for yes, 0 pts for No	Is there existing traffic calming measures?	
TOTAL POINTS			